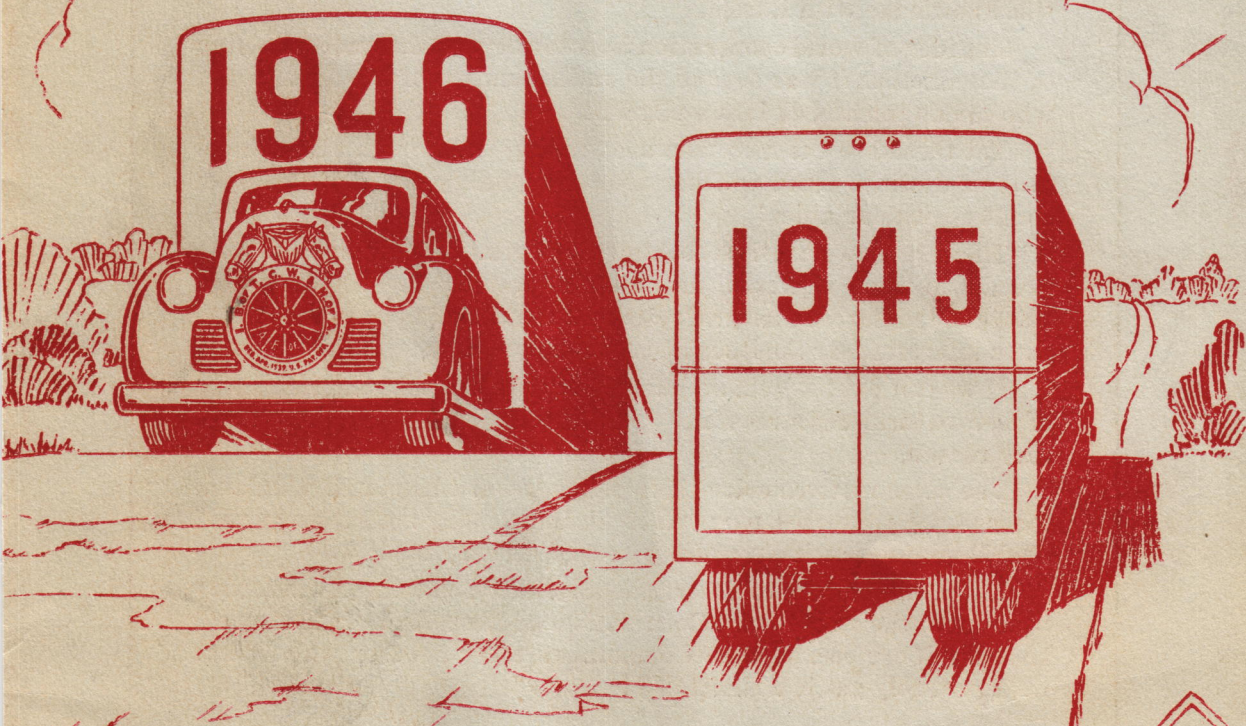


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INTERNATIONAL BROTHERHOOD OF TEAMSTERS

JANUARY, 1946

The **INTERNATIONAL TEAMSTER**



Official Magazine

INTERNATIONAL BROTHERHOOD TEAMSTERS • CHAUFFEURS • WAREHOUSEMEN & HELPERS OF AMERICA

US

1946-a Dark Year Is Dawning

WELL, here is Little 1946, all dressed up in his white diaper. And there is that tired old man, 1945, barely able to hobble off into history.

Little 1946 may look just like any other newly born year to a quick looker. But he isn't. The youngster is already shaving. He has a black beard, like some of the black deeds he may do.

This year of 1946 is not one to welcome with customary celebration, any more than his predecessors were. It is a dark year that is dawning, with the sun coming up like thunder out of China.

It finds the world unprepared for the peace which suddenly came after uncounted millions had suffered and died.

It finds the United States as ill prepared, torn by dissension and hell-bent for another war.

We have licked our enemies and the time has now come to lick our allies, according to the actions of many of our leading citizens.

Shouts of hatred and alarm arise from Congress when anybody suggests that we should share our money with England or our scientific knowledge with Russia.

The idea of world cooperation is as far beyond the understanding of these men as it was beyond the understanding of the first savage who sank a tomahawk into a pilgrim.

Yet these are the men who are guiding us through this critical year of destiny. And whither are they guiding us? Toward open conflict with our allies!

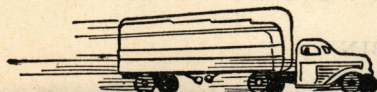
There are two motives behind the agitation toward Russia—greed and fear. Powerful financial interests in the United States want the treasures in natural resources that Russia possesses. These same interests fear the Russian economic practises.

If we can fight Russia and defeat her, we can take the rich booty of her natural resources and kill Communism at the same time, they reason.

The same motives color their policy toward England. England, too, has rich resources, particularly in India. Why not get them, too? And England is swinging "dangerously" toward the left.

If the instigators of international discord get their wish, they won't save the world from Communism or liberalism. In fact, we'll be lucky if we escape with Communism after another war. What we'll probably get is ANARCHY!

The INTERNATIONAL TEAMSTER



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INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XLIII

JANUARY, 1946

No. 2

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President Tobin Gives Greetings **Urges Members to Support Officers and Avoid Strikes**

BY DANIEL J. TOBIN

TO ALL of our members I wish a happy and prosperous New Year. I trust they will enjoy the blessings of peace and understanding within their families, and that they will thank God for the blessings they have enjoyed during the past years and pray to Him to help them during the coming year.

After all, peace of mind, happiness within one's home, and the knowledge within one's own heart and conscience that he has endeavored to do right with his family, the community, himself, and all those with whom he comes in contact — those are the greatest blessings of all, next to the blessing of good health for himself and the members of his family.

During the coming year we ought to promise ourselves that we will each individually endeavor to help bring about harmony and understanding in our employments and in every other position in life which becomes our responsibility as citizens of our great country.

I cannot emphasize too strongly the necessity of endeavoring to create harmony and peace and good will within our unions. Our obligation, if we will only repeat it and remember it, compels us to do nothing unjust to anyone, especially to our fellow members.

It also requires us to attend our meetings and perform our duties as union men and not jeopardize the interests of ourselves and our families to the few radicals who never fail to attend meetings.

It is the duty of individual members to support as earnestly as possible the elected officers of local unions. Only through the cooperation of the individual member with the officers can the local union function successfully.

This does not at all mean that you have not the right to disagree with one of your officers, but you must do so in a kindly, intelligent, educational, charitable manner, understanding that if you held his position you might not do so well as he is now doing. It is our duty to support the regularly elected officers in everything that is conducive to the best interests of the union.

Unfortunately there are some new men coming into our union who are not like the men who built those unions up the years past. There is a spirit of discontent prevailing amongst them, and no matter what the union does for them, they seem not to be satisfied.

They never ask themselves the question, "What would I do without the union?"

During the coming year we may be attacked from many sides. Our members will undoubtedly in many instances refuse to agree with our request to avoid strikes, to observe our orders and decisions.

When such conditions arise, a spirit of understanding must prevail, and only as a last resort should men stop work, and then they should understand that they must obey the written laws of the land and comply with the provisions of those laws.



President Tobin

The International Union will do its best to be helpful, but the International Union cannot protect men from themselves, nor can the International Union set aside the state and federal laws if members of our union violate those laws.

No member of our union is any good to us if he is continually endeavoring to create disturbances and does not lend himself towards harmony, good will and cooperation.

No member of our union is any good to us inside a jail, or if he brings about the unpleasant necessity of requiring the union to put up bonds for him if he is charged with breaking the law. We realize that men are sometimes driven, through the tactics of their employers to break the laws. In those instances, the union urges men to have forbearance and patience. We must win, if we expect to make progress, with our brains and with our understanding and with our diplomacy, which have brought us to the successful position that we now hold in the world of labor and in our country.

A year ago many of our members were overseas, many more of our members had loved ones in foreign lands, and it was doubtful if some of them would ever return.

The war was raging throughout Europe and Asia. Today we are enjoying peace, and our loved ones are returning home, and at the beginning of this New Year we tender to the families of our members our sincere and heartfelt condolences for their loved ones who have not returned and for those of their family who have been disabled.

We intend to take care of all our returning members who are able to take up their former positions in their employment, but we do not want to be told by each individual member that he alone was responsible for the winning of the war, and that General Eisenhower could not have won the war without his individual efforts.

That's what we hear now from many of our returning members, but this will fade away, for with all reverence and respect to those men who offered up their lives because it was their privilege because of their youth,

the men who stayed at home played their part also by trying to hold the fortifications of unionism against the enemies who were trying to destroy those fortifications; and today the conditions we have made for our members are far superior to what they were a few years ago.

I ask all of our members who are physically able, to attend their meetings during the coming year, for the purpose of trying to prevent extreme radicalism, the preaching of false doctrines, and to further prevent, with all of their strength of character, anything happening within the union that may drive us on the road to destruction.

One false step or action by a union may destroy the work of years and set us back to conditions which by solidarity and unity we have overcome.

The International Union holds the strongest position, numerically and financially, that it has ever held in its history, and I can truthfully say that the International Brotherhood of Teamsters has a standing in the community second to none in the labor movement because of its insistence that law and order be maintained and that the rules adopted by our conventions be observed by our membership.

We go into the new year with over 650,000 members and with a treasury greater than ever dreamed of in the years past, but a treasury which, in proportion to our membership, is in no way sufficient to protect us in months of adversity and trouble that may face us within the next two years.

I ask again at the beginning of this New Year—as I have requested for the past 38 years—the undivided support and confidence of every individual member, and the cooperation of each local union officer, so that when the year 1946 comes to a close we will be able to say to our members and to the world, "We have fought the good fight, we have overcome lawfully our unjust enemies, and we face the future with confidence and hope eternal for a better day and a better life for our members, their families and those who come after us."

Publisher Apologizes for Ad Refusal

Says Indianapolis Star Will Print Teamster Appeal

THE second advertisement of the Indianapolis Joint Council of Teamsters in their campaign for the expansion of home delivery service appears on the opposite page.

It was inserted in the weekly press of Indianapolis after the daily papers had refused to carry the first ad, appealing to the public to demand delivery service so that it could provide jobs for the drivers who left to enter the armed services.

The daily press, however, is beginning to relent in its refusal to carry Teamster advertising.

Shortly after the December issue of THE INTERNATIONAL TEAMSTER was in the mails, Eugene C. Pulliam, publisher of *The Indianapolis Star*, telephoned International headquarters and personally expressed his regrets that the advertisement had been refused by his newspaper.

"You were unfairly treated by the *Star*," he said. "I am calling to express my personal regret and to assure you that in spite of the shortage of paper, the *Star* will print your advertising. The ad was refused without my knowledge and during my absence from the city.

"The *Star* is pro-labor, not anti-labor."

No such assurances have come from the other Indianapolis dailies, the *Times* and *News*. They treated the Teamsters unfairly, too. But they have not admitted it or corrected it.

In view of Mr. Pulliam's forthright action, our argument with the *Star* over the ad is a closed incident.

It is most unusual for the publisher of a metropolitan newspaper to personally call a labor union to concede, and apologize for, an unfair action.

We accept it as graciously as Mr. Pulliam gave it and compliment him for the fairness he displayed. We hope this is a forerunner

of more cordial relations and better understanding between the *Star* and the Teamsters.

In spite of this marked progress of the Teamster campaign for more home deliveries, the dairies and department stores were bitterly resisting any enlargement of their services.

However, the department stores have been forced to increase their deliveries to every other day, instead of twice a week. Yet they still try to force customers to carry every package that weighs less than five pounds, no matter how bulky or awkward it may be.

The result has been unnecessary congestion and public inconvenience on the street cars and buses as shoppers, with their arms full of packages, fumble for their carfare and delay the loading and unloading of passengers.

But the stores don't care about that. They are making bigger profits by saving the expense of delivery, even though it means denying jobs to war veterans.

Department managers in the big department stores have even stooped to the practice of deliberately deceiving their customers. They have told those who complain that they would like to deliver packages but that the government is still preventing them from doing so.

This is a contemptible lie! The Office of Defense Transportation regulations restricting deliveries were repealed on November 1.

The stores can deliver as much as they wish, as often as they wish. They do not want to increase deliveries because they can make a fortune in extra profits, at the same time unloading their cheap, wartime substitutes.

The stores, acting through their own or-

(Continued on Page 6)

⌋ This is the second paid advertisement run by the Indianapolis Joint Council in ⌋
the weekly press after the daily papers had refused to accept Teamster Ads. ⌋

You Pay for It, Anyway!

An Indianapolis department store has put up signs reading—
“Thank you for carrying your packages.”

They SHOULD thank you. Every time you carry a package you are increasing the profits of the stores. But do you get it any cheaper because you carry it?

You do not. You pay for delivery service, whether you get it or not. And you paid for it all during the war.

You also pay the same price for stale milk, delivered every other day, as you used to pay for fresh milk on your doorstep every morning.

The dairies tell you that the price of milk must go up if they return to daily delivery. Then why didn't it go down when they went on every-other-day delivery and cut their costs in half?

They say further that the milk delivered every other day is just as fresh. But it's a day older when you drink it! Milk consumed two days after delivery is five days removed from the cow.

Is that fresh milk? Not in our book. It's STALE!

The point is that by continuing to have your milk delivered every-other-day, and by permitting stores to make you carry your packages, you are reducing employment.

Thousands of veterans are being discharged every day at Camp Atterbury. They are coming home, looking for jobs. When they went into service, we were forced to reduce jobs. Now that they are coming home we must increase jobs, or they won't have work.

One simple way to increase jobs is by restoring home deliveries of milk, bread, laundry and packages to their pre-war scale.

The Teamsters' union is interested in this because more than 100,000 of our members went to war; about 60,000 of them from the home delivery service throughout the nation.

If the stores and dairies and laundries can keep deliveries on the restricted wartime basis, there won't be enough jobs to take care of these 60,000 veterans.

We say home delivery service should be expanded immediately. It WILL be expanded if you demand it. Every time you carry a package you are depriving some man of the job of delivering it.

But the cost of the article you carry is based on the cost of delivering it. When you carry it, the cash register rings a little louder. You are paying a deliveryman's wages. But he doesn't get the wages. The store keeps them. And if he doesn't get a job, you will be paying his unemployment compensation, too.

It's economical, and it's patriotic to say—

“HAVE IT DELIVERED!”

—Indianapolis Joint Council of Teamsters No. 69

(Continued from Page 4)

ganization, have agreed to restrict deliveries, just as the dairies have. And when people complain, they blame it on the government.

Because of wartime shortages, the stores know that most people need their merchandise. The OPA prevents the stores from overcharging their customers outright, but the stores do it indirectly by restricted deliveries which increase profits by millions of dollars.

The way the stores work it, the customer pays all the OPA will let the stores charge for inferior merchandise. On top of that, the customer pays for the cost of delivering it, which is included in the price of the merchandise. Finally, the customers carry it home themselves and the store gets rid of its cheap stuff, keeps the profit it made and adds to it the profit from delivery service that was not provided.

Many people have found that by telephoning in their orders for specific articles, they can force the store to deliver them.

They have also discovered that by taking

milk from two dairies, they can get daily service. In this way they do not have to crowd their iceboxes with milk that is four, five or six days old before they consume it. Such milk may be all right for the family cat or dog but why give the animals stale milk when it costs just as much as fresh?

The practice of having two dairies deliver milk on alternate days helps provide jobs because it requires two men to deliver the milk formerly delivered by one. Besides that, the milk is fresh. And the housewife has room for something in her refrigerator except milk bottles.

Officials of the Indianapolis Joint Council are pleased by the progress their advertising campaign is making. It is being pushed through the columns of several weekly newspapers which have probably reached every family in the city.

The demand for more delivery service is rising and before long the joint council is confident that the stores and dairies will be compelled to act by the insistence of the public.

Organized Labor Does Not Want Strikes

The industrial tycoons of our nation ought to realize that industrial warfare can undermine our whole social and economic structure. They ought to realize that our trade unions are as deeply rooted in our way of life as is the Declaration of Independence. These tycoons should understand that labor unions will not be destroyed and any effort on their part to destroy them will result in widespread strikes.

No one can find much consolation in the idea of winning one war on battlefields and starting another among ourselves in the industrial field. Such would make useless the victory and the peace which the whole world cherishes.

Organized labor does not want strikes nor does it desire to exact from industry wages that industry cannot reasonably stand.—*The Butcher Workman*.

Teamster is President of Newark School Board

The new president of the Newark, N. J., Board of Education is a Teamster, the president of Local No. 478.

He is Leo P. Carlin. For the last 11 years he has held the full time job of president and business agent of Local No. 478 composed of general truck drivers. Brother Carlin served as a Democratic member of the legis-

lature and member of the school board in addition to his union duties. He was elected president of the board when a vacancy occurred through resignation.

The election of Brother Carlin was favorably received and the *Newark Sunday Call* devoted a column to a feature story about the new school official and his background.

Farm Bureau Charge is Refuted

Farmers Can Deliver Their Own Produce Anywhere

THE Indiana Farm Bureau recently revived the old allegation that the Teamsters' union was attempting to force farmers driving their own produce to market to join the union.

It adopted a resolution "opposing the demand of the Teamsters' union" that farmers be compelled to join. The Teamsters had never made any such demand.

Yet by opposing this fictitious "demand," the Farm Bureau got itself a lot of publicity. The newspapers wrote editorials and printed articles giving the Farm Bureau credit for rejecting a demand that was never made.

After all the publicity value of the Farm Bureau resolution had been exhausted, Hassil Schenck, president of the organiza-

tion, telephoned Thomas E. Flynn, executive assistant to President Tobin, stating that he had been "embarrassed" by "misquotations" in the press regarding the resolution.

He did not put a retraction of the farmers' charges in the papers, however.

When the *Indianapolis Star* published an editorial attacking the Teamsters on the basis of these allegations, the International corrected the newspaper, exposing the Farm Bureau charges as false and flatly contradicting them.

Under the heading, "AFL Teamsters Deny Coercing Farm Drivers," the *Star* printed and prominently displayed the following article:

The big International Teamsters union (AFL) yesterday sharply denied it had made any attempts to force farmers who drive their own produce to market to join the union.

The denial was made in an authorized statement by Lester M. Hunt, public relations officer in the international union's headquarters here.

An allegation that farmers hauling their own produce were being coerced to join the union appeared in a resolution introduced into the closing sessions of the convention of the Indiana Farm Bureau here Nov. 17.

Mr. Hunt referred to a recent issue of THE INTERNATIONAL TEAMSTER, official publication of the union, which recounted how the president of a New York local union had been summoned to Indianapolis to appear before the international executive board to answer charges that farmers hauling their own produce had been coerced into joining the Teamsters.

"You will note," Mr. Hunt said, "that he (the local president) submitted proof to

refute this charge and explained how his local union, acting in accord with county agricultural agents, issued identification cards to farmers hauling their own produce. These cards assured free access to all markets without interference by our business agents.

"The reason for this procedure," Mr. Hunt continued, "was that many commercial truckers, posing as farmers, were bringing the produce of several farms to market and were returning with general cargoes of merchandise for their customers.

"We demanded that these men, being commercial, for-hire truckers, operate under the same conditions and pay the same wages as the unionized companies with which they competed.

"In some cases, the owner of the for-hire trucks was a farmer on the side. But the produce he transported was not exclusively his own. It was the produce of other farmers who hired him to haul it exactly in the same manner as other produce haulers operate.

"The only 'farmers' ever stopped for hauling produce were not acting as farmers but as commercial truckers.

"This union," Mr. Hunt said, "never has sought membership from farmers—in fact, we go one step further. We will not admit them to membership."

"This policy was laid down 25 years ago when a group of Illinois and Wisconsin dairy farmers visited Indianapolis to ask the Teamsters' union to organize them. They related that they believed through membership in our union they could force higher prices for their milk by having the teamsters stop deliveries to their competitors.

"Mr. Tobin (Daniel J. Tobin, international president of the union) informed them that such an arrangement would be collusive action to fix prices, to which the Teamsters would not be a party. He informed them further that, as employers, they were not eligible to join our union.

"That has been the policy of this international ever since, repeatedly affirmed and reaffirmed.

"Despite this, reports continue to circu-

late in the daily press that we are attempting to organize farmers. I think these stories are spread by commercial, non-union truckers under the circumstances outlined above.

"I might call your attention also," he said, "to the fact that Hassil Schenck, president of the Indiana Farm Bureau, Inc., is in accord with our policy toward farmers.

"Only last week he telephoned Mr. Flynn (Thomas Flynn, executive assistant to Mr. Tobin) to explain his position. He met with Mr. Flynn at that time and indorsed completely our policy toward the hauling of produce to market.

"In view of these facts, I believe we are entitled to a correct statement of our position. It boils down to this: A farmer hauling his own produce can go anywhere, any time, without a question or challenge by our union.

"When he becomes a commercial hauler, we expect him to operate under the same conditions as his competitors who have contracts with us and pay union wages to their drivers."

Germany Will Win, Said Lindbergh and Hoover

We won the war in spite of a lot of false prophets. The false prophets are now raising their voices again in the hope of directing American national policy.

Before we listen to them now, we should remember what they said when they were trying to direct it before the war.

Herbert Hoover, June 19, 1941—"Does any sane person believe that by military means we can defeat two-thirds of the military power of the whole world, even in years and years? It would be a Children's Crusade."

Charles A. Lindbergh, April 17, 1941—"This war (is) lost. . . . It is not within our power today to win the war for Eng-

land even though we throw the entire resources of our nation into the conflict."

The Chicago Tribune, October 27, 1941—"What vital interest of the U. S. can Japan threaten? She cannot attack us. That is a military impossibility. Even our base at Hawaii (Pearl Harbor) is beyond the effective striking power of her fleet."

New York Daily News, November 17, 1941—"Of all Oriental people, the Japanese are most nearly like us. The Japs don't want to fight us."

New York Journal-American, December 4, 1941—"Certainly it is not Japan which is precipitating this war with the U. S."

Congressional orators who have been fulminating against organized labor because of strikes overlook the fact that Congress has conducted since V-J day one of the most glaring and inexcusable sit-down strikes against the nation.

—Baltimore Federationist.

Fact Finding Proposal Opposed

Business and Labor Dislike Truman Recommendation

BY DANIEL J. TOBIN

THE bill to regulate labor and industry, suggested by President Truman, is not satisfactory to either labor or business, and it is the opinion of this writer that the only reason President Truman suggested the enactment of this legislation was to try to prevent the passage of more dangerous and more serious anti-labor legislation. At least we want to be charitable enough to give him the benefit of the doubt.

President Truman is not unfriendly to labor. On the contrary, he is exceptionally desirous of being helpful. But the whole nation is calling upon him to do something to prevent stoppages of work.

The Truman suggestions, which have been presented to Congress, will not stop strikes in my opinion. The Railway Labor Act, after which this legislation is copied, is, I am told, entirely unsatisfactory to most of the railroad brotherhoods.

One railroad labor representative advises me that the delay on their cases is something awful; that there are almost 4,000 wage cases pending before the Railway Labor board, some of them more than three years old.

Of course the Truman legislation for labor may be able to set a deadline for decisions. At the end of 30 days, if the decision of the fact finding board is not satisfactory, either the employer or the workers can reject the decision.

It is true that public opinion may side against labor or capital if either rejects the decision, but under the Railway Labor Act the railroad brotherhoods about two years ago voted to throw the decision on wages by a government panel out the window and go on strike.

President Roosevelt appointed a second fact finding commissioner or arbiter and he

increased the decision granted by the first panel, and the railroad workers then remained at work. But there is generally a great deal of dissatisfaction with the Railway Labor Act.

Let us consider the creation of the fact finding board. While we have something like a progressive government we may get honest fact finders or investigators. But what is going to happen to the workers if we get reactionaries in the seat of government, such as Harding, Coolidge, or Hoover, who can appoint fact finding commissions that hate labor and will favor the employers?

Then again, how are the fact finders going to reach a decision on facts?

Will their decision be based on the ability of the employer or corporation to pay wages?

If the facts prove that the corporation is in the red, will they then recommend a reduction in wages?

How is the fact finding commission going to determine the methods of bookkeeping, or alter the system of profit and loss obtaining in corporations?

Corporations can add \$100,000 here and \$100,000 there and charge it to obsolescence, replacement of buildings or machinery which they can claim is necessary, and to a thousand and one other parts of operation.

Who can say: "You must not do this, or you must not charge that item to that division, etc?" The government is not able to regulate corporations now along the line of carrying on their affairs except as the corporations desire to carry on.

Who can say that investors shall not have a reasonable return on their investment; and who can define what the investment is at the present time?

Men who put \$5,000 in the Henry Ford plant in the beginning, received in one instance, \$8,000,000 for that \$5,000. In other words, how is the return on the investment to be arrived at?

General Motors stock of those who originally invested, might have been worth \$5 a share; and there might have been several split-ups in that stock, and today it is worth 40 times what some of the original purchasers paid for the stock. How, therefore, is the return to be determined? On the original investment, or on the present market value?

Those are not matters for fact finders, and it will be a black day and night for the families of the workers if their future wages and living conditions are to be determined by a government fact finding board appointed by a reactionary administration and selected from men and women who may be, as they are in many instances, dangerously prejudiced.

We have operators now in the trucking business who can show you they are in the red all the year round, but they are still making a living and drawing substantial salaries, increasing their equipment, adding to their buildings, putting new machinery in their garages, and buying new furniture for their offices. Perhaps that is the reason they are in the red. Who is going to stop this kind of procedure?

The question confronting us is: Are the toilers of the nation going to have to wait for a better day, a little more to live on, thereby educating their children and paying

their doctors' bills, until some of these concerns show they are making substantial profits? That's the danger of this fact finding law.

This bill as now presented by Mary T. Norton of New Jersey may be dangerously amended by the enemies of labor before it leaves the House or the Senate. We will have to watch out for those amendments and for those who vote against labor, and we must make every effort, by publicity and appeals to our members, to defeat the instigators of adverse labor legislation, in the next election.

And we must carry on until the election in 1948. Let us hope that all the groups of labor will then be in one organization, as they may be, fighting to defeat the enemies of labor, no matter to which party they belong.

I repeat this statement I have made before: That the more labor is persecuted, the stronger it will eventually become. It may take some months or some years, but no matter how long it takes, persecution strengthens both religion and labor, because when men and women get anything too easily they become careless, and by persecution of the workers, such as is now contemplated in the halls of Congress, it will have the opposite effect of binding labor together in a determined manner to overthrow by the ballot box, the representatives of government who are endeavoring to set labor back instead of forward—labor, which is the life blood of the nation.

President Truman Does Not Want to Wreck Labor

President Truman has no more desire to wreck the American Labor movement than the late lamented Franklin Delano Roosevelt, and to impute vicious motives to his simple request for legislation to cope with a situation before it gets out of all sane control is an insult to intelligence. But there may be some method in the CIO's mad-

ness. There have been rumors ever since Mr. Truman's elevation to the presidency that the chief medicine men of the CIO have been on the still hunt for some justification of an open split with the President so the CIO-PAC can launch its Wallace-for-President campaign. Perhaps this is it.

—*The Minnesota Union Advocate.*

World justice and world freedom must be based upon the right of the smallest nation to equal opportunity.—*The Union Leader, Chicago.*

Laundry Workers Back Teamsters

More Deliveries Mean More Jobs, Says President Byers

BY SAM J. BYERS

President, Laundry Workers' International Union

The following article was featured in the December issue of *The International Laundry Worker*, official publication of the Laundry Workers' International Union. It puts the Laundry Workers of the nation officially behind the Teamsters in their campaign for increased home deliveries, which, as Mr. Byers points out, is of advantage to the members of both unions as well as a service to the public.

THE nation-wide drive of the Teamsters' union for the daily delivery of milk and the extension of all home delivery service is entitled to the support of all members and all locals of the Laundry Workers' International Union.

Aside from helping another union with which we have always had friendly relations, I am impressed by the benefit it will give us and the laundry industry.

I believe that this delivery campaign offers the laundries their best chance to compete with the washing machine in private homes.

By giving faster delivery service, they will gain more business. The housewife who can send her laundry and have it promptly returned, will not be so inclined to go down in her basement and struggle with the family wash.

She does so now, in many cases, because her family needs clean clothes and she hasn't time to send them to the laundry and get them back by the time they are required.

A fact that should concern the laundry industry is the huge backlog of orders for washing machines. Housewives are clamoring for them as the answer to the inconveniences, the delays, and the poor quality of work turned out during the war.

The prospect is one of reduced volume of work and consequent unemployment for our members unless the laundries can compete with the thousands upon thousands of washing machines that will soon be going into the homes of the nation.

I believe the only way they can compete

is to give better and faster service. This means more deliveries. It also means special deliveries in certain cases for emergency service.

Of course, people who demand special deliveries should be willing to pay extra for this service and I believe they are. A customer who wants an emergency job done is willing to pay extra for it.

Emergency service could pay for itself and it would provide more jobs for drivers and more work for skilled workers inside the plant who can handle such orders.

But my main point is that home delivery service means jobs, whether it be delivery of laundry, milk, bread or department store packages.

Unless prewar delivery service is restored, thousands of war veterans will be unable to find jobs. So will thousands of non-veterans.

Large numbers of unemployed mean higher taxes, lower living standards and the sick economic system out of which come depression and wholesale suffering.

We must have jobs for men and women able and willing to work. One very simple way to get them is to demand of your dairy that you get your milk delivered on your doorstep every day as you did prior to the war.

Demand also that every purchase you make at a department store be delivered to your home. Don't carry it. Every time you carry a parcel home you are preventing some man from delivering it.

The daily delivery of milk is necessary to

public health. Most people don't have the space to store enough milk to last them for two days. The result is that they drink less milk.

In any case, they drink old milk or stale milk, as the *Teamsters' International Magazine* calls it. Milk consumed the second day after it is delivered is usually four or five days old by that time.

Why should you drink old milk when you can get it fresh every day? And you can get it fresh if enough people insist on it.

Give the Teamsters a hand by demanding the service the stores formerly gave you. And remember that when the government restricted deliveries during the war the stores and dairies did not reduce prices to you.

You continued to pay for deliveries whether you got them or not. The stores made millions of dollars because of the war-time orders reducing deliveries.

Demand the service now for which you have been paying.

Republicans Lose Much But Learn Little

Most of our readers fully understand that the strategy of the reactionary, old-time Republican leaders is deep set and very seriously planned. The fact that their labor-hating strategy has failed them in the last four national elections does not seem to have had any effect on them. They never seem to learn anything from their blunders and mistakes. They still keep on driving at labor.

About 85 per cent of the daily press outside the South was against Roosevelt. But still Franklin D. Roosevelt won in four separate elections, and would have served, if he had lived, 16 years as the head of this great nation. The reactionary Republican leaders must know—but they refuse to see the light—that it was the masses of the workers, organized and unorganized, that elected Roosevelt.

It is really a pity that the younger element in the Republican party does not assert itself and try to dispense with the services of the reactionary labor-haters. Of course there are Democrats that are not much good either. Most of them come from districts like the extreme South, where it is difficult for labor to accomplish the results it has brought about in our northern states. But labor is making headway in the South, and the day will come when the southern

reactionary Democrats will feel the power of labor.

This does not mean that there are not some good men in the South, but it does mean that the majority of them in Congress from the southern states are just as bad as the northern reactionary, father-and-son Republicans.

One of the methods that has been pursued in recent years is to have columnists and special writers for newspapers act as the spearhead for tearing down labor unions. Those writings are not always the desire nor the feeling of the writer. Those columnists and special writers usually have understandings with the publishers to carry out a certain policy.

The workers should understand this when they read special articles and editorials which are aimed against labor unions and which cleverly try to sell certain anti-labor legislation to the public.

The Republicans may gain some seats next fall in Congress because many workers do not go to the polls in an off year election. But in 1948 it will be different. Unless the Republicans wake up and learn to see what is taking place all around them, and bring in some new blood that is not poisoned with the prejudices of their ancestors and of big business, they will still be outside looking in.

•

Congress refused to protect labor by passing the unemployment compensation bill, the full employment bill or the 65 cents per hour minimum pay bill.

—The Duluth Labor World.

Hobbs Bill Passes House!

BY HUGH DE LACY

Congressman from Washington state

Here is Congressman De Lacy's story of the valiant but losing fight waged by liberals in the House to kill the infamous Hobbs Bill. Although confined to his bed with a high fever when the Hobbs and revised Smith-Connally bills came up for action, Mr. De Lacy got out of bed against the advice of his physician in order to cast his votes for labor. He was so ill that he could not speak and had to walk up to the recording clerk to whisper his vote on both measures.

IN a welter of charges of the sort with which anti-labor writers are so flip, the House of Representatives has had its fling at the workers of America. After defeating one anti-labor measure by a margin of 18 votes, the House decided it had done enough for labor. Within 24 hours it passed and sent to the Senate another anti-labor measure, the repressive Hobbs Bill, H.R. 32.

On the only roll call vote on the Hobbs measure, 108 congressmen stood up for labor.

However, a month before, there would not have been that many. The story behind the story of that vote is a tribute to the power of the American working man and woman to exercise a voice in Congress when they have a mind to.

Certainly there was a tribute, too, for labor in the defeat of the Arends-May-Smith-Connally bill by 182 to 200. That the victory was not carried over to the Hobbs bill is no reflection on labor, but instead on the thinking of some of my colleagues in Congress who seemed to feel that one "favor" for labor is sufficient in the space of two days and that one vote offset the other.

How some members of Congress can think it is a "favor" to anyone to stand up in the halls of Congress and refuse to abridge any right, including the right of men and women to organize, bargain collectively, carry forward legitimate activities in their common interest and to strike if they find no other method of solving their economic problems, is beyond my simple comprehension.

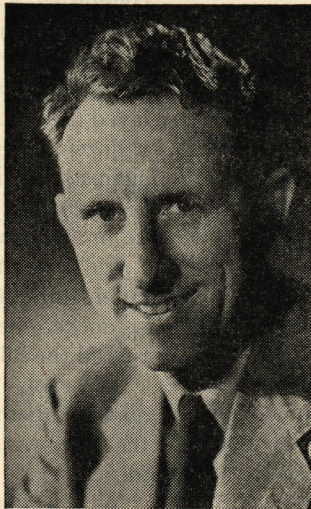
Here is a picture of the legislation as it came before us in the House:

The May-Arends-Smith-Connally bill provided:

1. That unions could have been put out of business for one year, through denial of collective bargaining rights, if members struck during the term of a contract which contained a no-strike clause.

2. That virtually all political rights would be denied organized workers, including the right to contribute to political campaigns, carry forward their own independent campaigns or even print leaflets urging a vote for a particular candidate.

There was and is no doubt that if that legislation became law it would have created more strikes and would have been a flagrant violation of the citizenship rights of every



Hugh DeLacy

member of every labor organization in the United States.

The Hobbs bill as it passed the House provided:

1. Twenty-year jail sentences and \$10,000 fines, easily applicable by anti-labor courts to union members whose legitimate picketing "interfered" with commerce.

2. A definition of "extortion" so broad that courts could hold that it outlaws union dues collection machinery under union shop contracts.

Just listen to this definition of extortion: "... obtaining property from another, with his consent, ... under color of official right."

That sponsors of the measure wanted that particular definition was amply shown during the long debate which has raged in Congress for months over this measure.

Amendments which proposed usual definitions of robbery and extortion were quickly turned aside. The terms "labor racketeers" and "labor goons" were used repeatedly.

As I told the House Rules Committee nearly two months before the vote:

"I am not a lawyer, gentlemen, but several attorneys of my acquaintance could make out a very fine case that under 'color of official right' refers to the right of labor organizations to collect dues from their members before those members can work.

"The gentleman from Alabama (Mr. Hobbs) is opposed to the union shop principle. I can see here a hidden weapon to be used against this principle and against all employers and unions which contract under a union shop provision not to employ other than members of a labor organization.

"Yes, here is a weapon, neatly hidden, to outlaw the union shop as it may apply to interstate commerce."

That statement was not answered then, and was never answered in any complete fashion later.

The battle to pass the Hobbs bill in this Congress began nearly a year ago. Without hearings the bill was quietly reported

out of the Judiciary Committee a short time after Congress convened. It was just as quietly placed on the consent calendar.

Unless a few of us had noted it on the calendar along with those measures which are supposedly non-controversial, it would have slipped through the House without a moment's debate. However, we saw it, and along with a few others, I stood up on the House floor to object.

That was the beginning of the battle for labor and against a measure which can be twisted by any biased court to send thousands of workers to jail—not for a few days—but for as long as 20 years, for exercising their right to peacefully picket.

Nearly three months ago, the Hobbs bill bobbed up again in the Rules Committee. Its author was seeking a rule to bring it to a vote. My own appearance before the committee, where I was kept testifying for more than an hour and until adjournment, as committee members kept insisting I must somehow approve of "racketeering," delayed the bill. At its next session, more than a dozen Congressmen joined in testifying against the measure. We asked open hearings at which the truth about the bill could be brought out.

Finally, the committee with both the Hobbs bill and Smith-Connally measure on its docket, met, and overruling our protests, rushed the bills to the floor.

However, between the time when I first appeared before the committee and the date the rule was granted, labor had not been idle.

With Daniel J. Tobin, general president of the alert and influential Teamsters' union, playing a major roll, the forces of labor were organized. I sent letters, explaining the Hobbs bill and its implications, to every international union president.

Mr. Tobin, working through his Washington office, brought it to the attention of every labor representative in the nation's capital.

A liberal group of congressmen was formed with John M. Coffee of my own state

as it leader. The group set up a special committee on anti-labor legislation.

With Adolph Sabath of Chicago, one of the finest members of Congress and dean of the House, as chairman, congressmen called all labor together at a meeting where William Green of the AFL, R. J. Thomas of the Auto Workers and A. F. Whitney of the Railroad Trainmen, told congressmen the real meaning of the anti-labor measures.

Mr. Tobin was largely responsible for the wide representation from labor.

The AFL presented the facts clearly at the meeting. There was complete agreement with these views by the other labor groups. Eighty-five congressmen heard the views of all labor at one gathering.

There was an end to the usual kind of chatter which runs through the cloakrooms when labor legislation is before the House—chatter to the effect that some group or other in labor—"doesn't much care." All labor agreed on this issue.

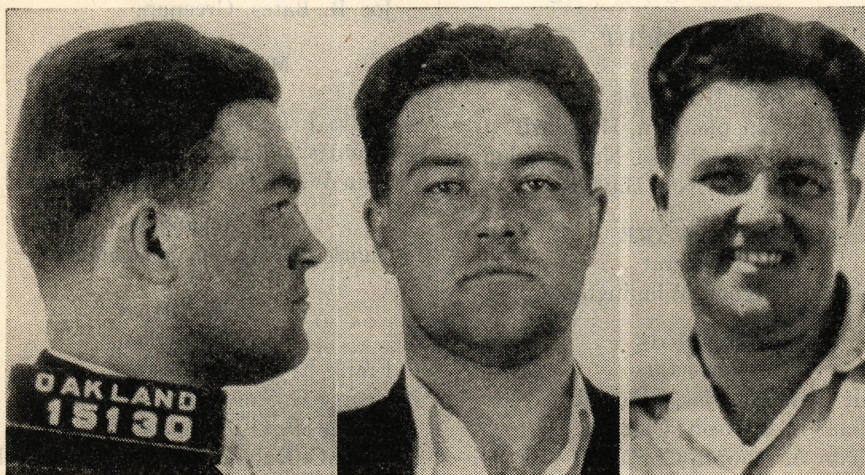
The vote was a test. First came the Smith-Connally amendments. The question was a simple one. Should the measure be given a rule—and debated further? Two hundred and two members of the House said "No." The rule was denied and the measure was side tracked.

Next, and within an hour of the first vote, came the second test. Should the Hobbs bill be brought up for passage? Only 108 voted "No." So the bill came before the House and the next day, after several hours of debate, it passed by a voice vote.

The test had come the day before. But had it not been for the work of labor here and throughout the nation in organizing to present its story to Congress, the 108 who understood and voted accordingly, would have been, perhaps, 70 or 80 at the most.

With that vote, the Hobbs bill goes to the Senate. The campaign begun in the House, will gain momentum.

The FBI Wants This Man as a Draft Evader



Posing as a long distant truck driver or the driver of refrigerated equipment and dealing in forged payroll checks, the man above is wanted by the FBI as a draft evader. His name is William Lane Richards although he has used the names of Richardson, Sand, Stewart, Young, Sellers and Lee. He is 35 years old, five feet nine inches tall, weighs 195 pounds and has dark brown, bushy and curly hair. He has operated in 16 states. Director J. Edgar Hoover of the FBI requests anyone having information of Richards' whereabouts to contact him personally at the FBI in Washington, D. C., or notify the nearest FBI office.

These 108 Voted Against Hobbs Bill

HERE are the 108 members of congress who stood up and cast their votes to kill the Hobbs bill.

There were 93 Democrats, 13 Republi-

cans and two minor party members. Even though they lost, these men were our friends when we needed them. They have earned our gratitude.

ALABAMA

Democrat

Luther Patrick, Birmingham.

CALIFORNIA

Democrats

Franck R. Havenner, San Francisco.

George P. Miller, Alameda.

George E. Outland, Santa Barbara.

Ellis E. Patterson, Los Angeles.

Cecil R. King, Los Angeles.

Clyde Doyle, Long Beach.

Chet Holifield, Montebello.

Harry R. Sheppard, Yucaipa.

Ed. V. Izac, San Diego.

Republicans

Richard J. Welch, San Francisco.

Gordon L. McDonough, Los Angeles.

CONNECTICUT

Democrats

Joseph F. Ryter, Hartford.

Herman P. Kopplemann, Hartford.

Chase Going Woodhouse, New London.

James P. Geelan, New Haven.

DELAWARE

Democrat

Philip A. Traynor, Wilmington.

ILLINOIS

Democrats

Emily Taft Douglas, Chicago.

William L. Dawson, Chicago.

William A. Rowan, Chicago.

Edward A. Kelly, Chicago.

Martin Gorski, Chicago.

Adelph J. Sabath, Chicago.

Thomas J. O'Brien, Chicago.

William W. Link, Chicago.

Thomas S. Gordon, Chicago.

Alexander J. Resa, Chicago.

Melvin Price, East St. Louis.

Republicans

Evan Howell, Springfield.

C. W. Bishop, Cartersville.

INDIANA

Democrats

Ray J. Madden, Gary.

Louis Ludlow, Indianapolis.

Republican

Charles M. LaFollette, Evansville.

KENTUCKY

Democrats

Earle C. Clements, Morganfield.

Brent Spence, Fort Thomas.

Joe B. Bates, Greenup.

MASSACHUSETTS

Democrats

Philip J. Philbin, Clinton.

Thomas J. Lane, Lawrence.

John W. McCormack, Dorchester.

Republican

Charles R. Clason, Springfield.

MICHIGAN

Democrats

Frank E. Hook, Ironwood.

George G. Sadowski, Detroit.

George D. O'Brien, Detroit.

Louis C. Rabaut, Grosse Pointe Park.

John Lesinski, Dearborn.

MINNESOTA

Democrats

William J. Gallagher, Minneapolis.

Frank T. Starkey, St. Paul.

MISSOURI**Democrats**

A. S. J. Carnahan, Ellsinore.
 Clarence Cannon, Elsberry.
 John B. Sullivan, St. Louis.
 John J. Cochran, St. Louis.

Republican

William C. Cole, St. Joseph.

MONTANA**Democrat**

Mike Mansfield, Missoula.

NEVADA**Democrat**

Berkeley L. Bunker, Las Vegas.

NEW JERSEY**Democrat**

Edward J. Hart, Jersey City.

NEW YORK**Democrats**

James J. Delaney, Long Island City.
 John J. Delaney, Brooklyn.
 Eugene J. Keogh, Brooklyn.
 James J. Heffernan, Brooklyn.
 John J. Rooney, Brooklyn.
 Donald L. O'Toole, Brooklyn.
 Leo F. Rayfiel, Brooklyn.
 Emanuel Celler, Brooklyn.
 Sol Bloom, New York City.
 James H. Torrens, New York City.
 Adam C. Powell, Jr., New York City.
 Walter A. Lynch, New York City.
 Benjamin J. Rabin, New York City.
 Charles A. Buckley, New York City.
 Peter A. Quinn, New York City.
 William T. Byrne, Loudonville.
 George F. Rogers, Rochester.

Republicans

Joseph Clark Baldwin, New York City.
 John C. Butler, Buffalo.

American Labor

Vito Marcantonio, New York City.

OHIO**Democrats**

Edward J. Gardner, Hamilton.
 Walter B. Huber, Akron.
 William R. Thom, Canton.

Michael J. Kirwan, Youngstown.

Michael A. Feighan, Cleveland.

Robert Crosser, Cleveland.

Republicans

Homer A. Ramey, Toledo.

Thomas A. Jenkins, Ironton.

PENNSYLVANIA**Democrats**

William A. Barrett, Philadelphia.
 William T. Granahan, Philadelphia.
 Michael J. Bradley, Philadelphia.
 John Edward Sheridan, Philadelphia.
 William J. Green, Jr., Philadelphia.
 Herbert J. McGlinchey, Philadelphia.
 John W. Murphy, Dunmore.
 Daniel J. Flood, Wilkes-Barre.
 Daniel K. Hoch, Reading.
 J. Buell Snyder, Perryopolis.
 Thomas E. Morgan, Fredericktown.
 Augustine B. Kelley, Greensburg.

Republican

James G. Fulton, Pittsburgh.

RHODE ISLAND**Democrats**

Aime J. Forand, Cumberland.
 John E. Fogarty, Harmony.

UTAH**Democrat**

Walter K. Granger, Cedar City.

WASHINGTON**Democrats**

Hugh De Lacy, Seattle.
 Charles R. Savage, Shelton.

WEST VIRGINIA**Democrats**

Matthew M. Neely, Fairmount.
 Cleveland M. Bailey, Clarksburg.
 John Kee, Bluefield.
 E. H. Hedrick, Beckley.

WISCONSIN**Democrat**

Andrew J. Biemiller, Milwaukee.

Progressive

Merlin Hull, Black River Falls.

Republican

Alvin E. O'Konski, Mercer.

Terminal Managers Cause Accidents

Fleet Supervisors Discuss Highway Safety at Purdue

TWENTY-FIVE percent of all highway trucking accidents originate in the terminals of the freight companies, according to Walter W. Bryant, superintendent of highway engineers for Markel Service of Chicago.

Mr. Bryant was the principal speaker at the concluding session of the motor vehicle fleet supervisors' course held recently at Purdue University in Lafayette, Ind.

The course was attended by supervisors controlling 12,812 pieces of motor equipment. The drivers of that equipment were represented by Michael C. Granat, president of Joint Council No. 69 of Indianapolis, assigned by International headquarters to attend the important sessions.

Mr. Bryant, in stressing the basic theme of highway safety, charged the trucking companies with responsibility for a large percentage of avoidable accidents.

He said that terminal managers, anxious to get freight out of their terminals quickly and to rush the delivery of "hot" or emergency shipments, disregarded fundamental safety requirements.

"No shipment was ever so hot that it wouldn't cool in a ditch," he declared. "And the cost of handling freight in terminals should include its arrival at its destination. Low cost figures in certain terminals are misleading because they do not include the damages suffered in avoidable accidents while the cargo is enroute to its destination.

"Some companies attempt to cover up their responsibility by submitting fictitiously favorable reports of the accidents which disclaim their own accountability. They encourage their drivers to do the same.

"Such practises encourage accidents. The least we should expect of a reputable

company is an honest report of what actually happened.

"In that connection I recall seeing an accident report submitted by a driver which stated:

" 'Saw shadow. Thought it was a horse. Hit shadow. It was a horse.'

"There was an honest man and I admire him for his truthfulness. But what I can't understand is why the driver tried to convince himself that the shadow was a horse by running into it."

Mr. Bryant accused the companies of using unqualified men as drivers in their haste to get hot shipments delivered.

Mr. Granat, speaking for the drivers, told the supervisors that some employers attempt to make union representatives accept the responsibility for sending out trucks in need of repair.

"Take this case, for instance," he remarked. "A driver returned to the terminal at the end of a trip and reported that the truck was in dangerous condition because its brakes did not work. He recommended that it be repaired immediately.

"The next night he reported for work and found the truck loaded with a hot shipment which the company ordered him to deliver as quickly as possible.

"The driver got into the cab and tested the brakes. They had not been repaired. He thereupon refused to take out the load. The company called in the business agent and made a formal protest against the driver for refusing to perform his duties.

"The union official was therefore put in the position of deciding whether the driver was right or the company was right. If he sustained the driver, the company would accuse the union of interfering with emergency shipments and acting against the public interest.

"If he sustained the company, he would endanger the life of the driver, as well as the safety of the valuable cargo.

"I maintain that the company should take the responsibility for its own equipment and should employ sufficient inspectors and mechanics to keep it in constant repair.

"And when a driver reports mechanical defects, they should be fixed before any other man is asked to operate the truck."

The course lasted a week, during which those in attendance lived on the Purdue campus. They attended classes all day and each evening as the complicated problems of the motor truck industry were discussed and analyzed.

By his presence, Mr. Granat was able to answer many questions concerning the policy of the Teamsters' union and to dispel many misunderstandings in the minds of the employers.

"It was a week well spent," Mr. Granat declared at its conclusion. "I got a new conception of many phases of the industry. I learned a lot about the employers' problems and they learned a lot about ours.

"It is out of such meetings that labor and industry can find a common ground of co-operation which will be of substantial benefit to both."

Two successful experiments in which the discipline of drivers was made a union responsibility were reported to the meeting.

L. D. Gale of Beloit, Wisconsin, reported his experience as follows:

"I had been having a headache over minor discipline. Whenever I reprimanded a man, he became worried that he was about to lose his job. He reported to the union and the union became worried. They came to me and then I got worried, too.

"I finally decided that I had enough to worry about without that. So instead of reprimanding a driver, I sent a report to the union. The union called in the driver and I found that they were much tougher on him than I would have been. It works fine and I don't worry any more."

Richard H. Daily, personnel and safety director of the Hayes Freight Lines, Inc. of Mattoon, Ill., told the meeting that his company is experimenting on disciplinary procedure in Tennessee and Kentucky where a five-man committee has been set up to handle all company complaints against the personnel.

Two members of the committee are over-the-road drivers who thoroughly understand road rules, road conditions and general driving conduct. A third man is an official of the Teamsters' union and the other two represent the company.

Thus the union has three men out of five on the disciplinary committee. They accept their responsibility and discharge it faithfully, Mr. Daily said.

So far, the experiment in these two states has proven to be a great success and will serve as a model for the company in the rest of its territory.

E. J. Edmond, director of automotive safety of Armour and Company, Chicago, said that cooperation with the Teamsters' union had produced results for his company.

Mr. Edmond came off a truck and carries a Teamster withdrawal card. He understands unions and union men.

"I have found," he said, "that conferences with the union are a splendid way to increase highway safety. Union officials are safety conscious. They naturally want their men to work under the safest possible conditions and they help us to make conditions safe.

"We make extensive use of the knowledge and experience of our drivers. We have representatives of the drivers and of the union sitting on safety boards which determine whether an accident is avoidable or unavoidable and whether it should be charged against the driver involved.

"They also determine what men are entitled to safe driving awards. We have found the unions eager to cooperate with us in promoting highway safety and their cooperation has brought results."

The class held at Purdue was developed by the Institute of Public Safety of Pennsylvania State College. It is being held at other universities throughout the country.

On January 21 it will open at North Carolina State College and next month classes will be held at Tulane University and Texas Agricultural and Mechanical College.

Later in the year they will be held at the University of California, the University of Southern California, the University of Arizona, University of Oklahoma, Boston College, Iowa State, University of Wisconsin, University of Michigan, Northwestern University, Montana State College, University of Utah, Casper Junior College of Wyoming,

Denver University, University of Oregon and University of Washington.

Prof. Carl G. Seashore, who, with Prof. Amos E. Neyhart will conduct all the courses, said that in each locality the Teamsters would be invited to participate.

The International recommends that they should accept the invitation and send representatives prepared to discuss safety and operational problems from the standpoint of the union and to obtain a better understanding of the problems confronting the employer.

If all the classes are as excellent as that held at Purdue, there is no better way a union official could spend a week.

Here's that Ohio "Labor" Newspaper Again!

ADVERTISING solicitors for *The Labor Union*, a weekly newspaper of Dayton, Ohio, have been accused of approaching business men and intimating that by buying an advertisement in this publication they could assure themselves of friendly relations with the Teamsters' union.

Any business man who falls for a proposition like that is not much of a business man.

The Teamsters' union is not interested in any newspaper or periodical that does not bear its name. And none of our publications accept advertising. They are financed entirely by the Teamsters.

The Teamsters' union is not interested in any kind of advertising promotions such as "year books" which annually mulct business men of thousands of dollars in the name of labor.

Such year books are handsomely printed affairs of very limited circulation. Their advertising does nobody any good, except the promoters who are well paid for their efforts.

The Labor Union does not represent the Teamsters. Neither does it represent the American Federation of Labor. It has been repudiated by President William Green.

During the last national campaign *The*

Labor Union was against President Roosevelt. At that time *The Ohio Teamster* exposed the fact that *The Labor Union* newspaper and its owner had collected more than \$29,000 for personal services, expenses and advertising in the 1940 and 1942 campaigns of Gov. Bricker.

Such papers probably have an appeal for business men in Ohio. If they want to contribute to it, that is their business.

If they think they are buying any influence or good will from the Teamsters' union they are suckers. We accept no money from business men or corporations or anybody else that does not go to our members in the form of wages paid for work done.

A New York City "labor" newspaper has recently been conducting a campaign for advertising in the South, using tactics which brought repudiation from the American Federation of Labor. So far as we know, their solicitors did not mention the Teamsters. But just in case they did, we are not interested in that publication either.

If any business man or politician is approached by anyone offering to sell Teamster support, we suggest that he save his money. We also suggest that he call the cops.

14 Senators Attack President Tobin

Issue False Statement and Refuse to Correct It

PRESIDENT TOBIN was attacked by 14 United States senators last month for failing to acknowledge a telegram that was never sent.

The senators—13 Republicans and one Democrat—had injected themselves into the Midwest trucking strike, apparently for the express purpose of turning the heat on the Teamsters' union.

The senators, acting entirely on their own responsibility and in close cooperation with the employers, had decided to hold a kangaroo court in Washington, D. C., December 3.

The truck operators were invited and appeared. The Teamsters were not invited and did not appear.

The senators then released a nation-wide attack on President Tobin for "contemptuous disregard of the public interest in refusing to attend." They claimed he had been sent a telegraphic invitation on November 30.

This attack was the first knowledge President Tobin or any other official of the Teamster's union had that such a meeting was to have been held.

When advised of the attack by the Associated Press, President Tobin said:

"I received no invitation to attend the meeting. I was not even advised that it was to occur. If we had known, the Teamsters would certainly have been represented."

President Tobin then started an investigation. He learned that no telegram from the senators had been received at the Indianapolis office of the Western Union. The Indianapolis office then asked the Washington office to investigate. No record was found there of the telegram the senators claimed to have sent.

A general investigation was then started by Western Union and on December 13, C. V. Pickett, manager of the Indianapolis

office, received the following telegram from Washington:

"We have made a thorough and exhaustive search of our files but cannot locate the original message."

Mr. Pickett advised International Teamster headquarters of the result of the investigation. "It is obvious that the message was never given to Western Union," he said.

On November 30, when the senators said they sent the invitation, President Tobin was in Washington. He had been there for some time as a delegate to the Labor-Management Conference.

The fact that he was at the conference had been mentioned in the press for several weeks. The newspapers even carried pictures of him at the conference sessions. He was so close to the offices of the senators that they could almost have opened their windows and shouted to him.

Yet instead of telephoning him or wiring him at his Washington hotel, the senators said they decided to wire him in Indianapolis.

If the senators had been as interested in labor matters as they suddenly pretended to be, they would have known that the Labor-Management Conference was in session in Washington, D. C., and that President Tobin was there.

He had returned to Indianapolis on December 3, the day the 14 senators convened their kangaroo court. Even a kangaroo court permits the defendant to be present. But the senatorial version of it did not permit President Tobin to be there.

Developments prove that he was the defendant because the whole procedure was apparently arranged for no other purpose than to help the truck operators and hurt the Teamsters. They convicted him without his presence and without evidence.

In the face of such actions, it is not sur-

prising that labor distrusts any congressional attempt to solve labor problems. This is typical of the kind of a deal labor gets from Congress.

On December 5, President Tobin wrote Senator Chan Gurney of South Dakota, chairman of the "hearing." He recited the fact that he had never received an invitation to the meeting and that no invitation had been sent.

In view of this, President Tobin asked the senator to correct the false statement the committee had issued concerning his "contempt of the public interest."

The senator did not correct his false statement. Instead he pompously replied:

"I have heard rumors that you have made the statement you did not receive the telegraphic invitation of November 30 from the senators. If such is the case, I regret it very much.

"Nevertheless, full contents of the telegram were carried in most all newspapers December 1 and that newspaper notice, I believe, should have impelled you to make at least one long distance call to find out about it. This strike must be settled." Thus Senator Gurney referred to Mr. Tobin's statement carried by the Associated Press as "a rumor." He evidently did not read the papers any better than he did during the Labor-Management Conference. Or if he did, he didn't believe them.

Yet he claimed that Mr. Tobin should have read about the senatorial meeting in the papers and should have interpreted that, not as a "rumor" but as an official invitation.

The senator, however, toyed with the truth again. The "full contents" of the mythical telegram of invitation were not carried in "most all newspapers." The telegram was not printed in the Washington or Indianapolis papers.

The truck operators took full advantage of the senatorial meeting by using it as an excuse to refuse to meet with the Teamsters to settle the strike. They rejected a request to attend a conciliation meeting on the

ground that the senators and President Truman were handling the controversy. The President was not handling it. If he had been, it would not have been bungled as it was nor would it have been used as a medium of propaganda against the Teamsters.

As it was, the truck operators cracked their whip and the 14 senators danced.

These senators are:

Chan Gurney, South Dakota.

Kenneth Wherry, Nebraska.

Henrik Shipstead, Minnesota.

William Langer, North Dakota.

Hugh Butler, Nebraska.

Joseph H. Ball, Minnesota.

Harlan Bushfield, South Dakota.

George Wilson, Iowa.

B. A. Hickenlooper, Iowa.

Arthur Capper, Kansas.

Clyde Reed, Kansas.

Forrest Donnell, Missouri.

Milton Young, North Dakota.

Frank Briggs, Missouri.

All but Briggs are Republicans.

In his letter of December 5 to Gurney, of which copies were sent to the other 13, President Tobin related the facts concerning the telegram and then explained the circumstances of the strike as follows:

"Relative to the stoppage of work now obtaining amongst some truck owners in Minnesota and the Dakotas, I can only say this; that for over three months we have been trying to reach an agreement with the employers involved, and we have failed.

"The increase in wages requested is very little. More than one-half of the men involved have returned to work, and many of the operators in Minnesota, North and South Dakota, Iowa, Nebraska, Missouri and Kansas have agreed to comply with the conditions contained in the contract, and their employees are working.

"Even in the Twin Cities, Minneapolis and St. Paul, a majority of the men who were involved are now working and an un-

understanding has been arrived at between the employers and the drivers. Also in the States of Ohio, Michigan, Illinois, Indiana, and Wisconsin, they have settled with the unions and there are none of our members on strike there.

"Out of 675,000 paid up members for the month of November, there are less than 1,000 on strike or stoppages of work all over the nation. I think this is a record that should be given publicity. I spent almost two days in Washington last week trying to stop a strike of all the drivers for the Railway Express Agency who are members of our union. This involved about 15,000 men. I finally succeeded in getting the men to accept an award made by a government tribunal, which the men had refused to accept and which award was made under the Railway Wage Act.

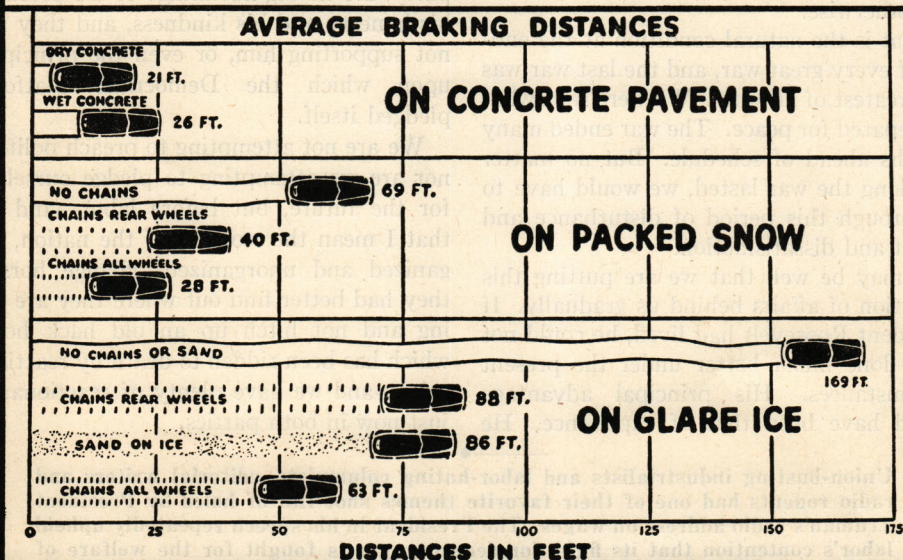
"Let me state further that a government

award made two years ago, granting a slight increase in wages to these same workers now on strike in your state, has not yet been complied with and the men are waiting for their back pay, which lawfully belongs to them; and many of the employers with whom you met last Monday, including Mr. Wilson, still owe their workers money earned over two years ago.

"You and your associates in the Senate who attended this meeting with the truck owners, gave out a statement about me to the press—which was also carried over the radio—that because of my "refusal" to come to the meeting I had "shown contempt for the public interest." This statement was unfair, untrue and unwarranted.

"I now request you, in fairness, to correct the statement you gave out, by giving the true facts to the press and also to the Senate of the United States."

Braking Distances on Various Road Surfaces at 20 M. P. H.



Phil Murray Talked too Fast President Truman Is Not Hostile to Labor

BY DANIEL J. TOBIN

WE cannot at all agree with the statement issued by Phil Murray of the CIO that President Truman, in suggesting certain legislation based on the Railway Labor Act, is the enemy of labor and that he is endeavoring to destroy labor.

That was a foolish, rash, unfair statement, and it was made impulsively by Phil Murray, without proper consideration or meditation or weighing of his words.

Up to now there has been nothing in President Truman's record that would justify any such statement. We do not know and cannot say what he may do in the future or how he will finish his term.

President Truman has a difficult job trying to hold the members of his own party in line, and he is dealing with a very shrewd, clever, brainy opposition. Again, there is a great deal of dissatisfaction throughout the nation and the world under the conditions prevailing, economically, industrially and otherwise.

That is the natural condition at the ending of every great war, and the last war was the greatest of all wars. We were somewhat unprepared for peace. The war ended many months ahead of schedule. But no matter how long the war lasted, we would have to go through this period of disturbance and unrest and dissatisfaction.

It may be well that we are putting this condition of affairs behind us gradually. If President Roosevelt had lived, he could not have done much better under the present circumstances. His principal advantage would have been that of experience. He

dealt with similarly serious conditions during and after the first World War. President Roosevelt had a method of doing business which very few men in public life possess. He had the courage to challenge his bitter opponents for their attempts, for political reasons, to sabotage progressive legislation. He did this many times when he was trying to build up our armed forces against isolationist opposition. President Roosevelt took determined action because he found from his experience as governor of New York and after serving, four, eight and 12 years as President of the United States, that there were some men who had to be "told off."

President Truman is somewhat different in his methods of approach and action. We cannot blame him. It is his nature to be mild and kind and persuasive. But his own associates in the Senate, members of his own party, are taking advantage of his decency, his honesty and his kindness, and they are not supporting him, or even the principles upon which the Democratic platform pledged itself.

We are not attempting to preach politics, nor are we attempting to pledge ourselves for the future, but before labor—and by that I mean the workers of the nation, organized and unorganized—change horses, they had better find out where they are going and not hitch up an old hack horse which has been ridden to death by reactionaries—and we have plenty of reactionaries just now in both parties.

Union-busting industrialists and labor-hating columnists, editorial writers and radio rodents had one of their favorite themes shot full of holes by President Truman's radio address on wages. The President in his speech repeatedly upheld labor's contention that its fight for decent wages is fought for the welfare of the entire nation, and not for the benefit of union members alone.

—Colorado Teamster.

South Fails to Police Highways

Unlighted Vehicles Make Night Driving Hazardous

DESPITE appeals from the Southern Conference of Teamsters to the law enforcement agencies of ten southern states, the highways of those states are still a hazard for night drivers.

No steps have been taken to enforce fundamental safety laws in the South with the result that defective and improperly lighted vehicles are a constant danger to nocturnal traffic, according to a recent survey by the *Southern Teamster*, the official publication of the Southern Conference.

Last April the conference adopted a resolution urging the police organizations of the South to enforce the safety laws. The Teamsters pointed out that traffic supervision had bogged down completely and that the highways were cluttered with unlighted vehicles, frequently parked on the pavement.

The Southern Conference charged that 60 per cent of the vehicles operated at night, other than common carriers, had improper headlights, tail lights or no lights at all.

They pointed out that this constituted an unnecessary danger for everyone using the highways and urged the law enforcement agencies to do something about it.

That was eight months ago and the only steps taken since have been desultory arrests of speeders, according to the *Southern Teamster*.

A survey undertaken by the Teamsters last month on two major highways, indicate that the disregard of safety precautions is even more flagrant than it was at the time the unions demanded action last April.

And the danger is greater because since the end of the war, the speed limits have been increased. The result has been a large increase in accidents.

In discussing the condition, the *Southern Teamster* said:

"In the ten southern states, the log rolling and political activities which surround the

state enforcement agencies through no fault of their own began after V-J Day. The policing activities began to take their usual pre-war form, namely, arresting motorists, both pleasure and commercial, for violation of speed laws.

"Little or no attention was paid to those important things whose disregard is causing so many fatalities—the checking of brakes and the checking of lights to make sure that equipment is able to stop and is plainly visible on the highways at night.

"On two major highways that have been checked during the past few days, the following has been discovered. In one instance, on 60 miles of highway between the hours of 9 and 11 p. m. by an accurate check of vehicles going in both directions, it was ascertained that 61 out of 97 vehicles were so improperly lighted as to constitute dangerous hazards on the highway.

"Of these 61 the majority had no tail lights and in many instances had only one headlight. Of the balance of 36 vehicles, 50 per cent, while properly lighted, had their headlights out of focus to the degree that it was difficult to meet them on the highway.

"In the other instance, on 125 miles of road through a farming community between the hours of 7 and 10:30 p. m. there were observed 51 farm vehicles without any lights except a meager headlight.

"Some of this farm equipment was a tractor pulling two farm wagons or trailers; some of it was mules pulling farm wagons. None of these vehicles had any discernable light when approached from the rear and even from a frontal approach, with one headlight which is out of focus, these make terrific traffic hazards to the average motorist.

"The Southern Conference of Teamsters calls upon state legislatures, traffic enforcement agencies, judges and particularly local newspapers to join us in our campaign to

really make the highways of the South safe by eliminating some of these hazards and by maintaining a constant policing to see that they remain eliminated instead of hav-

ing the enforcement agencies concentrating on speed violations which actually are the least cause of accidents and resulting fatalities."

OPA Indorsed by Business Men

Teamster Commends South Chicago Chamber of Commerce

WHEN the South Chicago Chamber of Commerce recently passed a resolution in favor of continuing the Office of Price Administration, the chamber was promptly commended by Fred H. Groth, secretary of Local No. 742 of Chicago.

Brother Groth made news by praising the South Chicago Chamber of Commerce at a meeting of the South Chicago Trades and Labor Assembly.

"Whenever an organization such as the South Chicago Chamber of Commerce gives its okay to the OPA it warrants the recommendation of all," Brother Groth said in his remarks to the central labor body.

His remarks drew editorial praise from the press, the *Chicago Calumet* remarking that "it would contribute much to the welfare of this community if labor leaders attended and participated in the proceedings of our local chambers of commerce.

"Local chambers are not exclusively business and mercantile organizations," the *Calumet* continued. "They work for the progress and improvement of their districts. Such progress is for and on behalf of labor and industry as well as for the advancement of commercial facilities and the welfare of the people in general."

Where chambers of commerce are motivated by the principle outlined by the Chicago paper, they have the cooperation of labor, as evidenced by Brother Groth.

When a group of business men indorse an agency as important to labor as the OPA,

they are entitled to labor support. And they receive it.

The action of the Chicago business men in approving the OPA, followed similar action by a meeting of the small merchants of Indianapolis.

The Indianapolis merchants declared that under the OPA regulations, they had done better financially than ever before.

While the OPA protected the public by keeping prices down, it also protected the small merchants from inflation which would have put them out of business.

The indorsement of OPA given by the South Chicago Chamber of Commerce indicates that business men are beginning to realize that their interests are identical with labor's in preventing inflation.

Inflation would lead to depression and ruin for most of the business men of this country. The only people who would profit by inflation would be a small group of rich speculators. They would end up owning most of the property in the country while small business men lined up with labor in front of employment offices and soup kitchens.

When business and labor both demand continuance of the OPA, even the most reactionary congressmen and senators should be convinced that when they agitate for repeal of this federal agency they are agitating against the public interest.

Those who are not convinced, should be defeated next November.

Democracy for all Americans has been debauched by those congressmen who have turned their backs upon the Kilgore Unemployment Compensation Bill and have castrated the Wagner-Murray Full Employment Bill.

—Pennsylvania Teamster.

Membership Averages 660,783!

AFFIDAVIT

STATE OF INDIANA)
COUNTY OF MARION) SS:

DANIEL J. TOBIN, President of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, makes the following sworn statement of membership:

That the average paid-up membership of the International Brotherhood of Teamsters for the months of September, October and November, 1945, was 660,783.

This statement is based on official records in International headquarters in Indianapolis, regularly audited by certified public accountants and inspected by the International Board of Trustees.

It covers only the members on whom each local pays its per capita tax to the International. No members delinquent in their dues or on withdrawal card in the armed services or elsewhere are included in the quarterly membership average of 660,783.

Some international unions claim to be larger than this, but they offer no proof of their asserted membership.

This affidavit shows that the Teamsters' Union was acting in good faith at the Boston convention of the American Federation of Labor in 1943 when the Teamster delegates proposed an amendment to the AFL constitution, permitting the officials of the AFL to examine the books of all affiliated international unions to determine their actual membership.

The purpose of this amendment was to ascertain if all unions were paying per capita tax to the AFL on their true membership.

It would have prevented any union from increasing their number of its convention delegates by paying per capita tax on inflated or fictitious claims of membership, and it would have prevented any union from evading per capita taxes by paying on less than its correct membership.

The amendment was not adopted. We believe it should have been. Even though there is no compulsion to do so, we herewith announce publicly the actual paid-up membership of this International Union.

Further affiant sayeth not.

Daniel J. Tobin
DANIEL J. TOBIN

Subscribed and sworn to before me, a Notary Public in and for said county and state, this 6th day of December, 1945.

My commission expires Dec. 14, 1948

Marguerite M. Hughes
NOTARY PUBLIC

Six More Names on Military Roll of Honor

The deaths of six more Teamsters in action have been reported, increasing to 503 the number of members of the International Brotherhood known to have given their lives for their country.

The actual number killed was unquestionably far greater than this because scarcely half the locals reported their military casualties.

Many of the reports came from parents who asked that the names of their sons be included with their union brothers who died gallantly in the greatest war of history to preserve the freedom of this country.

A typical letter was that received last month from Mrs. Jennie Wood of Cleveland.

"Would you please put my son on your

Roll of Honor," she asked. "He was a member of Local No. 407 of Cleveland. After entering the army he drove supply trucks for two years. He was 21 years old."

The son, CORP. ROYCE E. WOOD, was killed last January in Luxemburg during the ferocious Battle of the Bulge.

The death of WALTER SWEENEY in India was reported by Local No. 787 of Albany, N. Y. and Local No. 863 of Newark, N. J., added the names of Brothers FISHER, ZIPKIN, WOJNAR and GULICK, who lost their lives in the early days of the Normandy invasion.

These six new gold stars shine brightly in our constellation of heroism.

Two or Three-Year Contracts Are Desirable

For many years before the war we had agreements with our employers that ran for two and three years. During the war, with the advanced cost of living increasing each month and the uncertainty of everything, we dispensed with the two and three-year agreements and many of our unions went back to the yearly agreement.

We now advise our membership to again renew the two-year agreement, stabilize the business for two years if possible, and in this way you will help the employer and you will help yourselves. On yearly agreements we spend nearly three months of each year trying to negotiate an agreement. Then we have to endeavor to put the new agree-

ment into effect. And then by the time we have those things settled we are almost ready to begin negotiations for a new agreement. This is the condition that prevails under yearly wage contracts. The industry is disturbed, our membership is disturbed, and there is no reason for the continuation of this condition now that the war is ended and very soon the cost of living will be stabilized.

It should not go higher; it ought to go lower gradually, and we should make up our minds to get back to the two or three year wage contracts, for the purpose of stabilizing our own work and helping our employers.

Industry Counts on Reactionary Congress and Press

While labor came to the Labor-Management Conference to bargain in good faith, industry actually had a couple of extra cards in the hole in the shape of a reactionary Congress sitting on the sidelines and hoping for the worst in order that it could cook-up a valid excuse for passing extremely repres-

sive labor legislation. Aware of this marked advantage, as well as a favorable press, management played these advantages accordingly, well aware that even if the conference failed and came to naught, it still would come out a winner.—*St. Louis Labor Tribune.*

President Tobin Warns Industry

Oppression of Labor May Kill Free Enterprise

A WARNING that the oppression of labor will foster a wave of radicalism that might destroy the system of free enterprise was made by President Tobin in a speech to

the Labor-Management Conference, summarizing its failure, in Washington, D. C. on November 30. His prophetic remarks follow:

First I want to preface my statement by stating that any reference to individuals or corporations are made without prejudice or bitterness and only for the purpose of illustration. Second, the statements made by me here are based on my analysis and interpretation of discussions of the Committee on Collective Bargaining and no other members of the committee are responsible for these statements.

I rise with a feeling of considerable disappointment that nothing very much has been done at this conference to help towards establishing a better understanding between labor and industry at this dangerous time in the history of our nation when, from all indications, the civilized world is so completely in a condition of discontent, with misunderstanding existing between nations, and serious disagreement existing even between the allied nations who fought shoulder to shoulder and who shed their blood so freely for the purpose of protecting civilization and establishing peace.

There is no report submitted by the committee dealing with the subject of collective bargaining and I'd like to tell you some of the reasons why there is no report.

During the conference of the committee of which I am a member, which dealt with the principle of collective bargaining, I was indeed surprised at the unwillingness of industry to even concede the conditions and the customs already established, which conditions have been established by law and which are being practiced and operating in nearly every industry in the nation.

I had a feeling that both sides represented

on the committee—that is, business or capital, and labor—would at once agree that the principle of collective bargaining was an established fact and could not be dispensed with or weakened or destroyed because it would bring us back to the days when chaos and bitterness and bloodshed obtained between capital and labor.

But lo and behold, after a few meetings of the committee we were informed by the representatives of industry that they believed in collective bargaining but on certain conditions. One of those conditions was that labor should be bound by a "no strike" pledge; that labor should consent to be obligated and bound hand and foot, even by bonds and guarantees of every description, penalizing labor if a strike took place in any branch of industry during the term of the agreement, even though labor officials, national and local, could not prevent a stoppage of work, no matter how they endeavored to discipline their members when agreements were violated.

The representatives of labor made this pledge, which I am sure they would have solemnly observed, and that is as follows: That the officials of labor unions would do everything humanly possible to carry out the spirit and intent of the agreement during the life of the agreement or contract; and they would go further; if any disagreement arose as to the interpretation of the agreement between labor and industry, they would not permit a stoppage of work if they could prevent it, but would submit the difference existing to conciliation or arbitration.

Trade agreements between industry and labor have been observed religiously by both sides in recent years, with the exception of extreme, isolated instances.

Industry should fully understand that men cannot be controlled like dumb, driven cattle, and that sometimes a few workers here and there, believing they have grievances, do not always observe the strict letter of the law of the trade agreements. But that is true in every business and profession in life. The laws of the land, based and founded on the Ten Commandments, have been broken by innumerable individuals, but all the innocent people are not punished and persecuted and shackled because of the violations of the law by a very few.

Attempting to bond or chain labor organizations would cause endless litigation, and eventually, with bonding fees and legal procedures, the working men's treasuries would be depleted. Labor does not maintain staffs of lawyers. They cannot afford to do so. Working men and women cannot possibly pay for such enormous legal procedures, and eventually the object long desired by some—not by all—employers would be achieved because of the bankruptcy of trade unions.

When the representatives of labor on this committee made this statement it seemingly had no effect on the gentlemen representing industry.

If labor agreed to such procedure they would be admitting that the passage of the Clayton Act was a farce, a lie, and should be stricken from the statute books, because the language of that Act states that labor is not a commodity nor an article of commerce. Labor is sweat and blood and brains.

Capital is steel, railroads, machinery—inanimate substances without life or blood. Thirty years ago the highest courts in the land declared that labor should not be placed in the same position with capital. Gentlemen, have we gone back 30 years or have we gone forward?

I remember 26 years ago sitting in a conference called by the then President of the

United States, Woodrow Wilson, in which capital, labor and the public were represented, and after many days of arguing and endeavoring to reach understandings, the question was raised in the conference as to whether or not labor had the right to organize and select representatives of its own choosing.

Judge Gary, then president of the United States Steel Corporation, said he could not agree to such a statement but asked for some time in which he could give it further consideration. He left the conference on Friday afternoon, went to New York, and returned on Monday morning and stated that he could not agree to such a declaration. The conference immediately broke up.

At that conference it was further stated that if this certain corporation were to agree to give up the 12-hour day, that corporation would go out of business. Today that corporation is working the 40-hour week, paying much higher wages, fully unionized, and in recent years they, and other similar corporations, have made more money than they did when the men were working 12 hours a day at miserable wages, and without a labor union to represent them.

So it is that I say now that the more you endeavor to crucify labor through legislation, the more you will strengthen labor because of the persecution. The employers of the nation, because of their determination to prevent the organization of the workers in the past, were responsible for the passage of the National Labor Act, and for the successive election of four liberal administrations.

There is another side to this situation. Those who represent industry in this conference have practically no power, nor have they very much authority even from the corporations which they directly represent, to guarantee or assure the nation that they can carry out any policy adopted here in this conference.

On the other hand, when the officials of labor from all groups here present pledge themselves to any sound policy in the inter-

est of the nation and of their own people, as they see the light, they can and will endeavor to put such promises and pledges into effect as they did during the years of the war when our nation was in danger of destruction, if the common enemy had succeeded in destroying England, which it almost succeeded in doing.

Yes, I know you are going to say, "Well, you had strikes during the war." We had an infinitesimal number of people who quit their jobs because many of them did not understand the laws of labor, being newly organized. Others were so broken in body and nerve-racked from continuous body-wearing employment, that it was very difficult for them to understand the serious condition of our country. But, I repeat, only an infinitesimal fraction of workers stopped work during the war.

In England they had laws punishing the workers for leaving their jobs. In proportion to the number of those employed, there were as many who quit work there as there were in the United States; and remember that England had felt the fangs of war and destruction while the United States and its people did not feel the stings, see the rivers of blood or the destruction caused by the bombings, such as obtained in England.

As has been stated by men in leading positions handling the affairs of government, from President Roosevelt on down the line, including the Secretaries of War and of the Navy, there never was a greater accomplishment by the power of man than was done by the men and women of America, who toiled night and day unceasingly so that our country would be successful in its conflict and its endeavor to continue our present form of civilization.

Now we are confronted with all kinds of hidden demands for pledges and promises that we chain ourselves by agreeing to set aside the freedoms that we have won after many years, through the passage of the Clayton Act, the Norris-LaGuardia Act, and the Wagner Act. Labor cannot, and I hope never will, consent or agree to such requests

or demands either by capital or by labor-hating political office holders or office seekers.

The representatives of the American Federation of Labor on the Committee on Collective Bargaining were willing to consider relinquishing their demands for maintenance of membership, provided the representatives of industry showed any intention of leniency or resiliency in the position.

The representatives of the American Federation of Labor on this committee were also willing to modify practices alleged to be "interfering with management." But even those two important concessions were no inducement whatsoever for the representatives of industry to change their demands that labor consent to chain itself.

To the representatives of industry in this conference I have no hesitancy in saying that, whether you agree with me or not, the labor movement is the most stabilizing influence there is in the nation. The labor movement in this country is endeavoring to preserve honest enterprise, a fair return on honest capital invested, while almost every other country in the civilized world has destroyed free enterprise and governments have taken over complete control of industry.

Extreme, radical or unfair requests on the part of business, or capital, or the passage of laws by the government that would weaken or help to destroy the labor movement, such as have been suggested by the men representing industry on the Committee on Collective Bargaining, would not only fail to bring about the desired results for industry, but would have a tendency to create such discontent and such radicalism that I doubt whether or not our present system of free enterprise could long survive.

The unrest now obtaining throughout the nation between capital and labor is a natural result of the conditions which prevailed after every great war.

It is true that it is perhaps somewhat more intensified at present because the struggle for the preservation of justice and

decency was by far the greatest conflict and the most bloody in the history of the civilized world. But this condition will gradually straighten itself out. It cannot be done by law or by force.

In the history of the world we find that persecution of peoples, or sections of the population, by governments and dictators only increased the hatred of those classes against their oppressors, and intensified their vows that when their turn came they would pay back a hundredfold, with destruction, those who oppressed them in their hour of struggle for a better day and a better life.

Gentlemen, we want no such condition, no such hatreds, in this blessed land of ours, a land of opportunity for all men and women who enjoy the glory of its citizenship. But if industry refuses to see the light, then they are hastening the day, unthinkingly perhaps, when our present form of freedom, industrial and political, may be changed to the disadvantage of capital.

Who are the people that compose this country? Who are the ones that have accomplished the great things that this country has done?

Eighty-two per cent of the people are receiving salaries of less than \$5,000 a year. Thirty-five per cent earn salaries of less than \$2,500 a year, and this takes in most of the farmers of the nation as well as the industrial and white collar workers.

No country can be sound where one corporation has full control of one billion dollars, with reserves upwards of four hundred million dollars, while all around are hungry

men and women waiting for a chance to earn sufficient money to meet the increased cost of living.

No government is sound that permits such conditions in a land of plenty or in a country overflowing with wealth; a country that has poured out billions of dollars to nearly all of the other struggling countries of the world, even now into the countries that fought us bitterly, hoping to destroy us.

But in spite of all this, I feel that this conference has accomplished something, even though nothing has been fully agreed to. It has brought us nearer together because we now know what there is in each other's minds and hearts, and although disagreeing, each side has respected the opinions of the opposite side, and I feel that those representing industry will leave this conference more fully understanding the problems of the men of labor, and that from out of this conference may come other conferences from which better understandings may prevail.

And when the troubled waves of this ocean of unrest and discontent will have subsided in their fury, I feel confident the representatives of labor and business will reach understandings. I believe that harmony and cooperation will in the near future prevail, with a mutual desire that labor and industry, working hand in hand together, shall be helpful to one another. Then the people of our country will rejoice because nothing but a betterment of the nation can result from such better human cooperation. At least this is my desire and hope for the future.

Reported Missing, Baltimore Man is Safe in Paris

Pfc. George Layfield, reported missing in action last March 17, was wounded, according to word received by his family. He is a member of Local No. 355 of Baltimore.

Brother Layfield has recovered from his wounds and is now a member of a trucking company in Paris. He has been awarded

the Purple Heart and the Combat Infantry badge.

He entered service in February, 1943, and was assigned to the medical corps for almost two years in this country. He was then transferred to the infantry and sent overseas.

What Do Republicans Offer?

THE Republican party is apparently preparing to go into the November congressional campaign on a platform of exhuming the body of President Roosevelt.

They are attempting to convict him of the responsibility for war and rob him of the credit for victory.

This, of course, is just the opening phase of the fight. If they can discredit President Roosevelt, they can then destroy all the progressive legislation he enacted.

Their ambition is to defame his memory so thoroughly that everything for which he stood will be besmirched, also. Then all the humane laws that President Roosevelt championed and forced some doddering congressmen to enact, will be repealed and we can all go back to the good old Hoover era when an apple a day kept starvation away.

A few liberal Republicans are trying to force their party to look into the future, instead of the past. They have not been successful. The Republican party is still the party of Senator Taft and Col. McCormick and Gov. Bricker. They will keep their party reactionary even if they never win an election.

The liberal Republicans should awaken to the fact that they are in the wrong company. They should come over into the Democratic party and help kick out reactionaries like Senator O'Daniel and Senator Bilbo and Congressman Rankin.

Men like O'Daniel, Rankin and Bilbo belong with men like Bricker, McCormick and Taft.

If the liberal Republicans value their party label more than the welfare of their country, they are not as liberal or as patriotic as they sound.

If they choose to go into the next campaign wearing the label of the party that opposed the fortification of Guam, that opposed every defense measure prior to war, that attempted to arouse distrust of the prosecution of the war and that stirred up all the opposition to international cooperation to keep the peace, then they should not be surprised if many voters suspect their sincerity.

Six of the seven senators who voted against the United Nations Organization last month were Republicans as were most of the others who tried to kill the measure with amendments. If you want their names, ask us.

Just what is the Republican party going to offer us in the next campaign? A voodoo dance on the grave of President Roosevelt?

HARRY COHEN
39 SOUTH ST.
BALTIMORE 2, MD.

355

WEAR THE UNIFORM OF THE ORGANIZATION

THE CUTS SHOWN REPRESENT Button, Watch Charm and Cuff Buttons

SOLD BY THE GENERAL OFFICE



The prices are as follows:

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All orders should be sent through the Secretary of the Local Union to

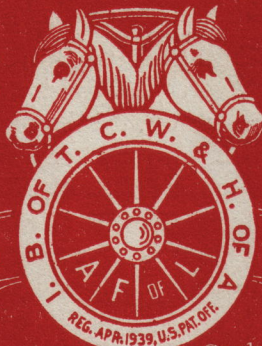
JOHN M. GILLESPIE, Secretary

222 EAST MICHIGAN STREET

INDIANAPOLIS 4, INDIANA

UNION SERVICE

INTERNATIONAL
BROTHERHOOD
of TEAMSTERS
CHAUFFEURS



WAREHOUSEMEN
AND HELPERS
OF
AMERICA

Affiliated with

A.F. of L.

Daniel J. Tobin, General President



John M. Gillespie, Gen'l Secy-Treasurer

THIS IS THE PROPERTY OF THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

This is the standard union service sign officially approved for all branches of the Teamsters' Union. Order them from the general secretary-treasurer. The signs are of metal, 7 by 11 inches in size. They cost 25 cents each.